THE SIXTH DAY.

20th February 1915.

The Assembly met at 11 A. M., on Saturday, the 20th February 1915.

94. Improvement of communications in the town of Vaikam.

Mr. G. Aiyappan Pillai (Member, T. I. C., Vaikam) said that the following were the requirements of the town of Vaikam in so far as communications were concerned :—

A bridge at the extremity of the Puthenthodu was quite necessary to enable the people to go to the new market. Although a bridge was sanctioned at the place, nothing was yet done towards the work. Till the completion of the bridge, the Member requested that a ferry service might be sanctioned for the place.

Dewan.—An estimate for Rs. 1,560 has been sanctioned for a wire-rope foot-bridge across the western extremity of the Puthenthodu. Immediate orders will be issued to establish a ferry service at the place, till the bridge is constructed, as requested by the Member.

The Member, continuing, said that near the bridge there was a tank known as the Puramkulam. The public road to the west of the tank was submerged in water in the rainy seasons since two years and was dangerous to the public. He requested that a culvert should be constructed at the place to prevent the water from the tank flooding the road.

Dewan's reply.—Noted.

95. The difficulties caused to people by the introduction of the system of registering and issuing licenses for boats &c., by Regulation I of 1084.

Mr. V. S. Krishna Pillai (Member, Thiruvalla taluk) said that the Public Canals and Ferries Regulation, I of 1084, was not only of no practical benefit to the public, but it was, on the contrary, a source of great nuisance, vexation and loss to them. The Government themselves recognised the unsuitability of some of its provisions and they, therefore, did away with the ferry charges, and later on, exempted boats below half a ton and private boats from the operation of the rules. The Member said that the difficulty now experienced by the people was in the working of the rules for the registration of boats and grant of licenses. Under the rules, only the Executive Engineers or officers authorised by them were competent to inspect the boats and grant licenses. The trouble and loss the people were put to in having to take the boats to the superior officers of the P. W. Department and wait there for long periods, were indeed very great. Even though the registration of private boats was not obligatory, the petty subordinates of the Canal Sub-Division teased the people by detaining such boats and would neither grant free passes nor release the boats unless they were tipped. With the introduction of the new system, there was no cessation of the troubles incidental to the management of boat traffic by private companies, but a new source of needless trouble and pecuniary loss had been created by the petty P. W. subordinates. When asked for the remedy, the Member suggested that either the local Tahsildars, or, if that was not possible, the nearest P. W. Section Officer should be empowered to examine boats and grant licenses and passes, and that they should have stringent instructions to previously notify the time and place of inspection of the boats and to grant the licenses promptly.

Mr. P. John Mathew (Member, Trading Classes, Alleppey) said that the Canals and Ferries Regulation was causing great inconvenience to the merchants and ryots. The British Government too had such a Regulation, but as regards boats, the

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